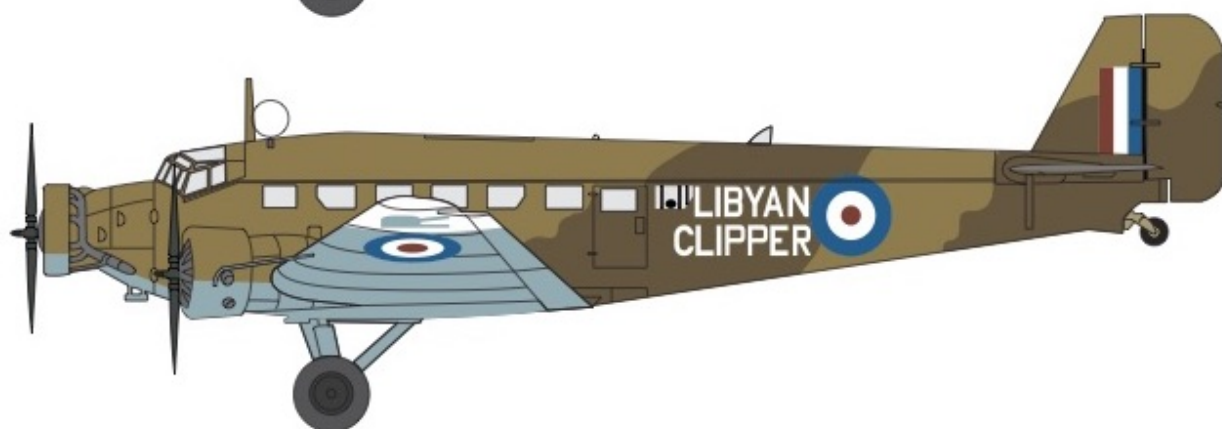
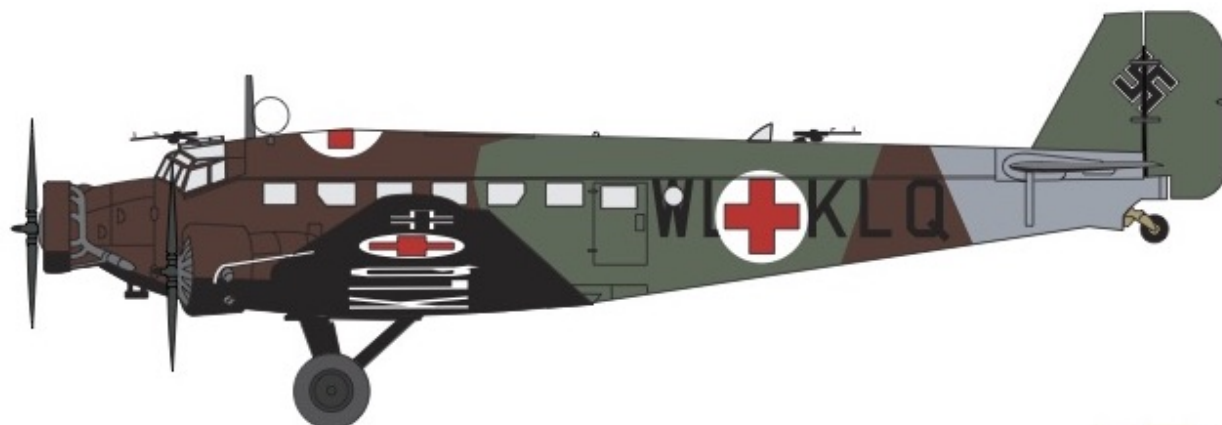


Junkers Ju 52/3m



For the best results these decals should be applied to a gloss surface such as provided by either Xtracolor or Xtracrylix paints. Cut out the decal required and soak in warm water until the decal is released from the backing paper. Wet the area to be decaled with MICRO SET which will help to eliminate air trapped under the decal and position the decal.

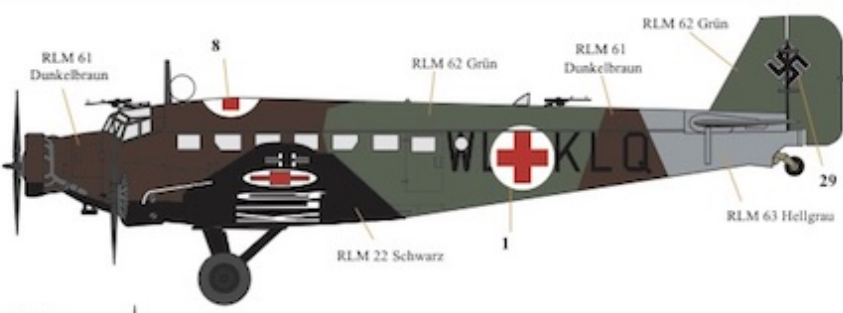
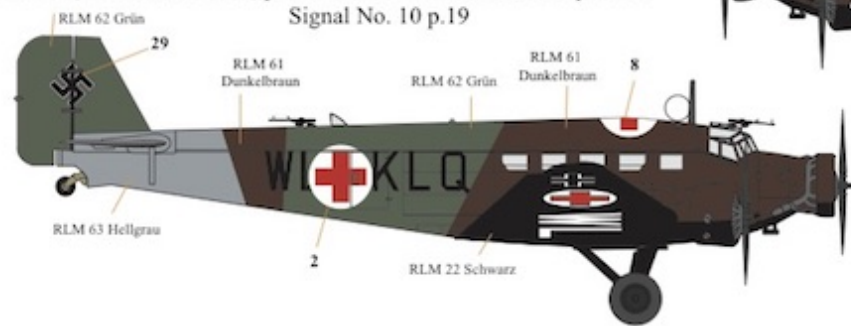
After 5 or 10 minutes wet the decal with MICRO SOL which will soften the decal and ensure that it settles down over any surface detail. Allow the decal to dry for at least 12 hours. During this time some wrinkling of the decal may occur, this is normal. Do not touch the decal at this time.

Carefully check for small air bubbles and if there are any prick with a needle and apply a drop of MICRO SOL. After all air bubbles have been eliminated and the decals are dry wash the entire model with water to remove any excess decal adhesive.

When completely dry the whole model should be sprayed with a coat of Xtracolor or Xtracrylix with a coat of Flat, Satin or Gloss varnish depending on the finish required.

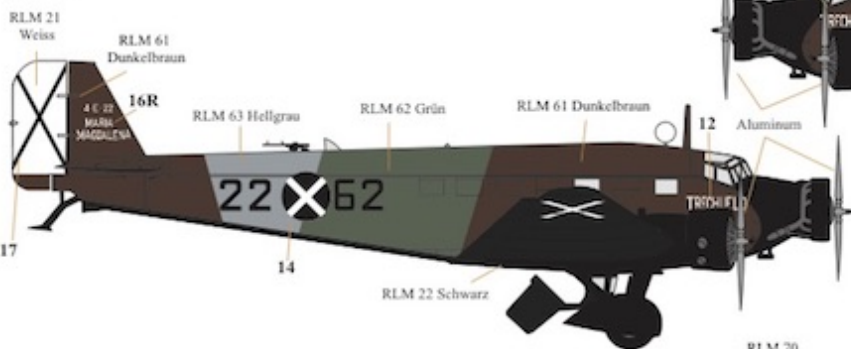
Store in a cool dry place, avoid sunlight, dampness or extremes of temperature and/or humidity.

From January 1939 second line support aircraft like that of the Sanitatas Flugber. z.b.V units changed from carrying the 'D' for Deutsche prefix to the 'WL' for Wehrmacht - Luftwaffe prefix. The Encyclopedia of Aircraft of WWII, Silverdale Books, p. 267 Junkers Ju 52 in action Squadron Signal No. 10 p.19



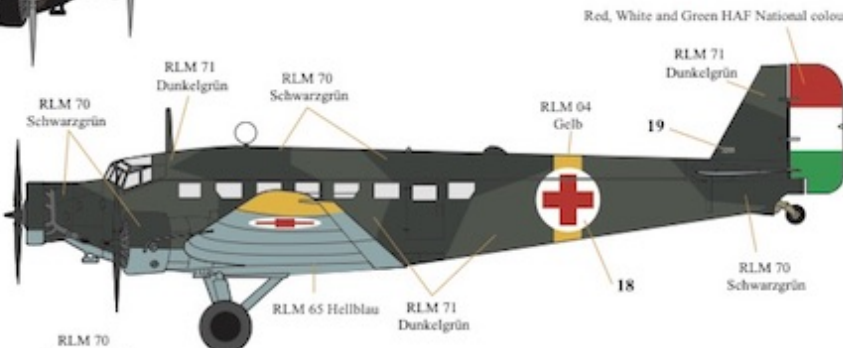
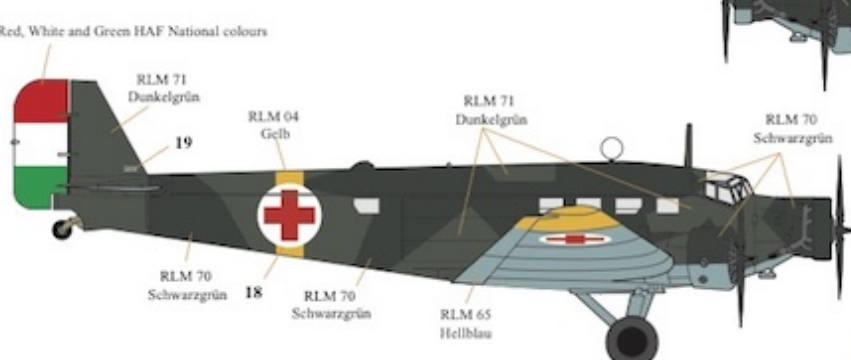
Modellers Note: wing camouflage and tail taken from examples of three different pre-war scheme Ju 52s. Aircraft may also still have had aluminum propellers - not RLM 70 as shown

Ju 52/3mg3e of 3a Escuadrilla "Tres Marias," November 1936. Internet photos



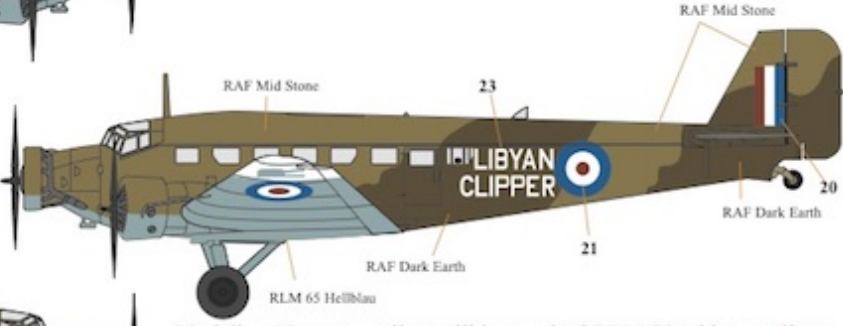
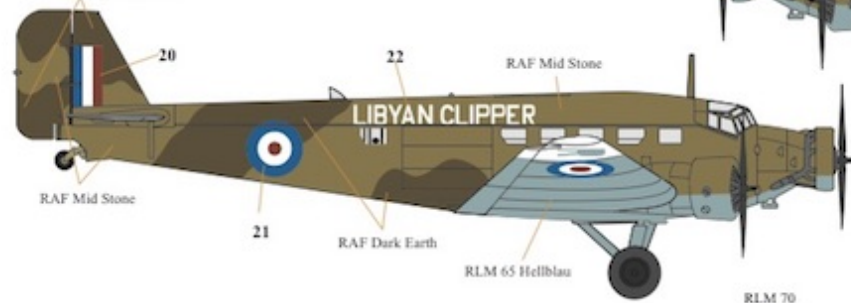
Modellers Note: most of the windows have been painted over

Hungarian Air Force Ju 52/3m g7e W.Nr 3208, Eastern Front, September 1942. Junkers Ju 52 in action Squadron Signal No. 186 p.45



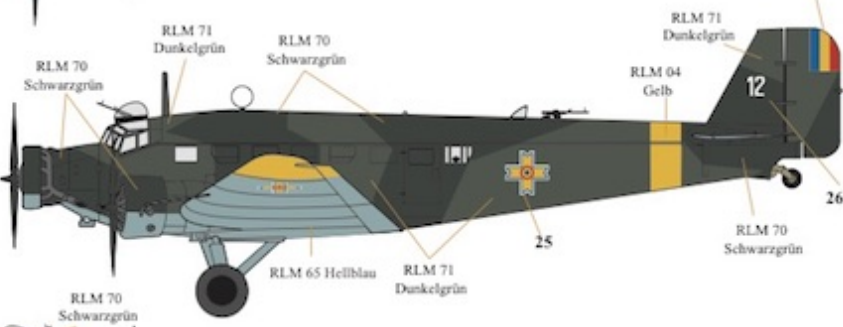
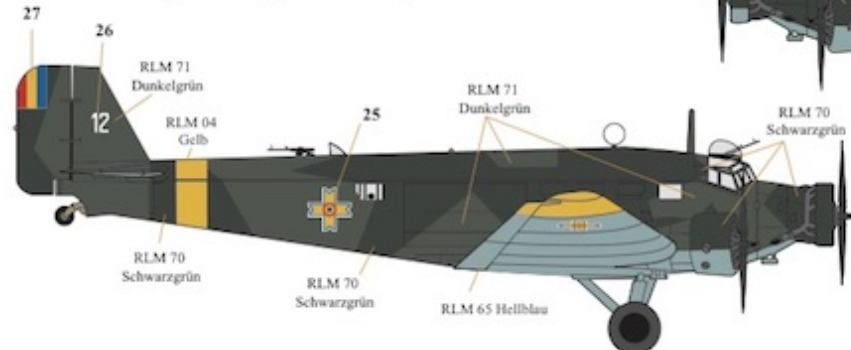
Modellers Note: aircraft has the cabin air intake fitted

Ju 52/3m g7e (with small right side cargo door) flown by Sgt P. Pearson of 450 SQN RAAF, Gambut Main, North Africa, February 1942. Internet photos



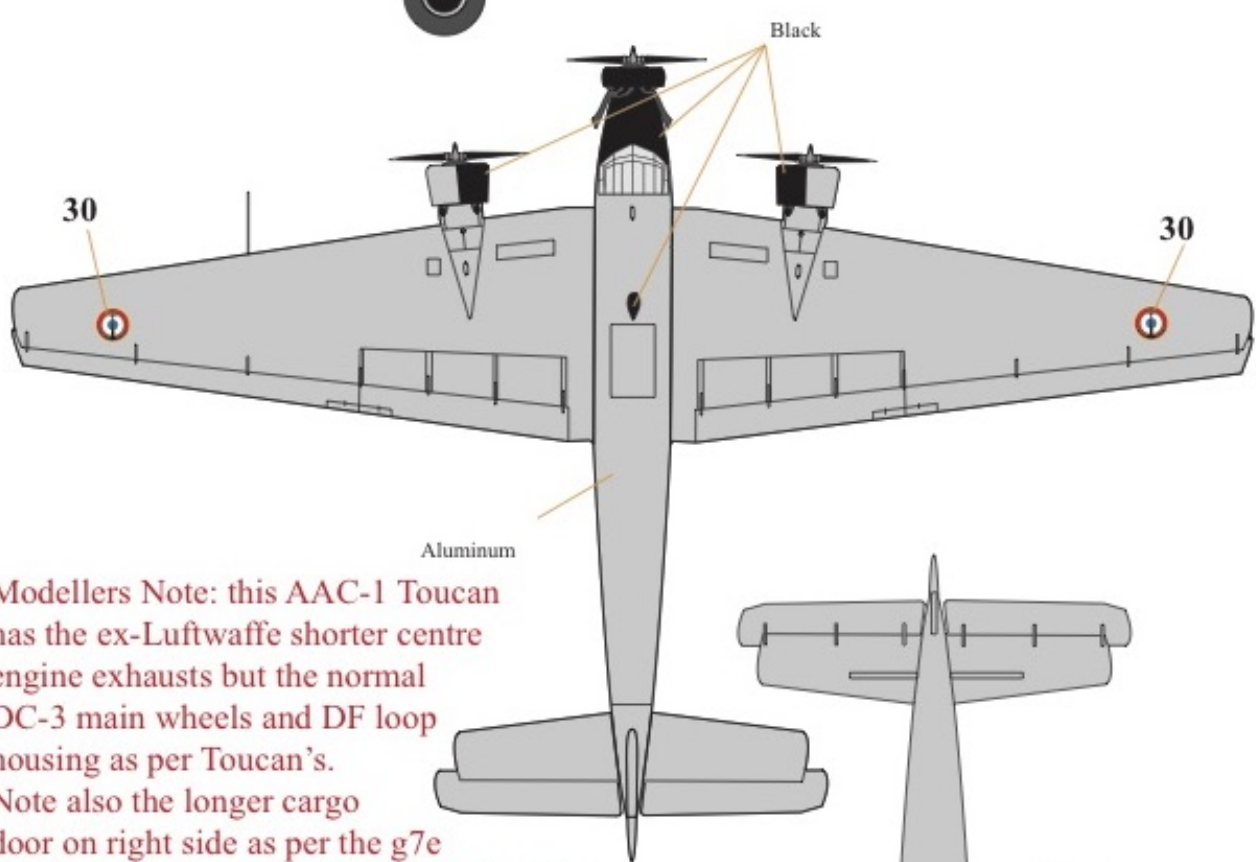
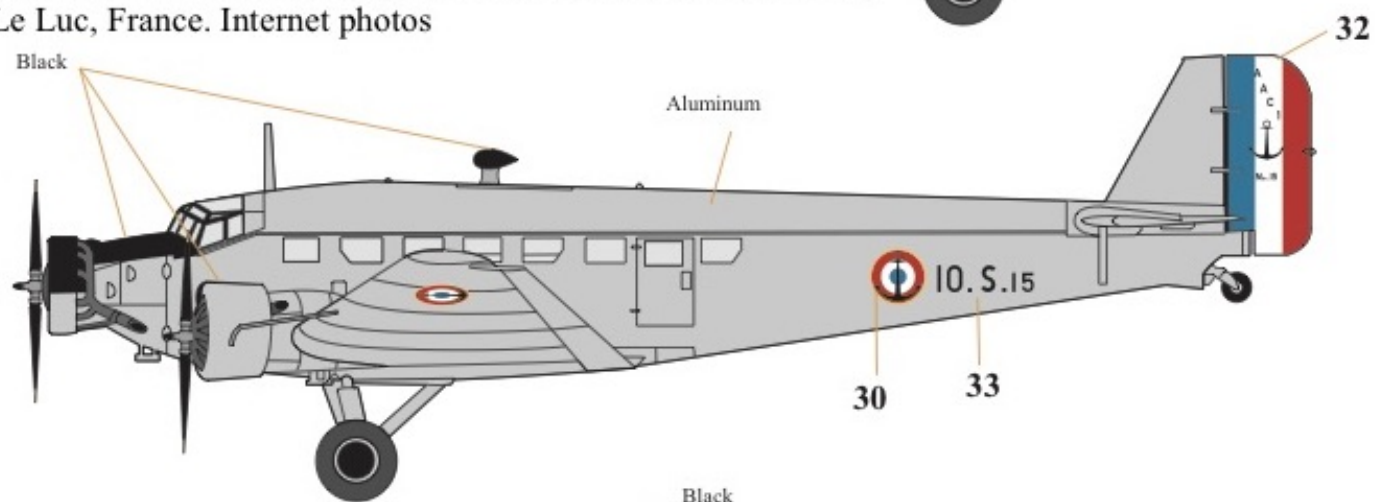
Modellers Note: propellers still in standard RLM 70 with no yellow tips as per RAF standard. Luftwaffe DF loop has been removed. Blue of national insignia much lighter than normal RAF Roundel Blue

Ju 52/3m g7e of Royal Romanian Air Force with 'Condor hood' above cockpit and longer cargo door. Summer 1942, Eastern Front. Junkers Ju 52 in action Squadron Signal No. 186 p.45

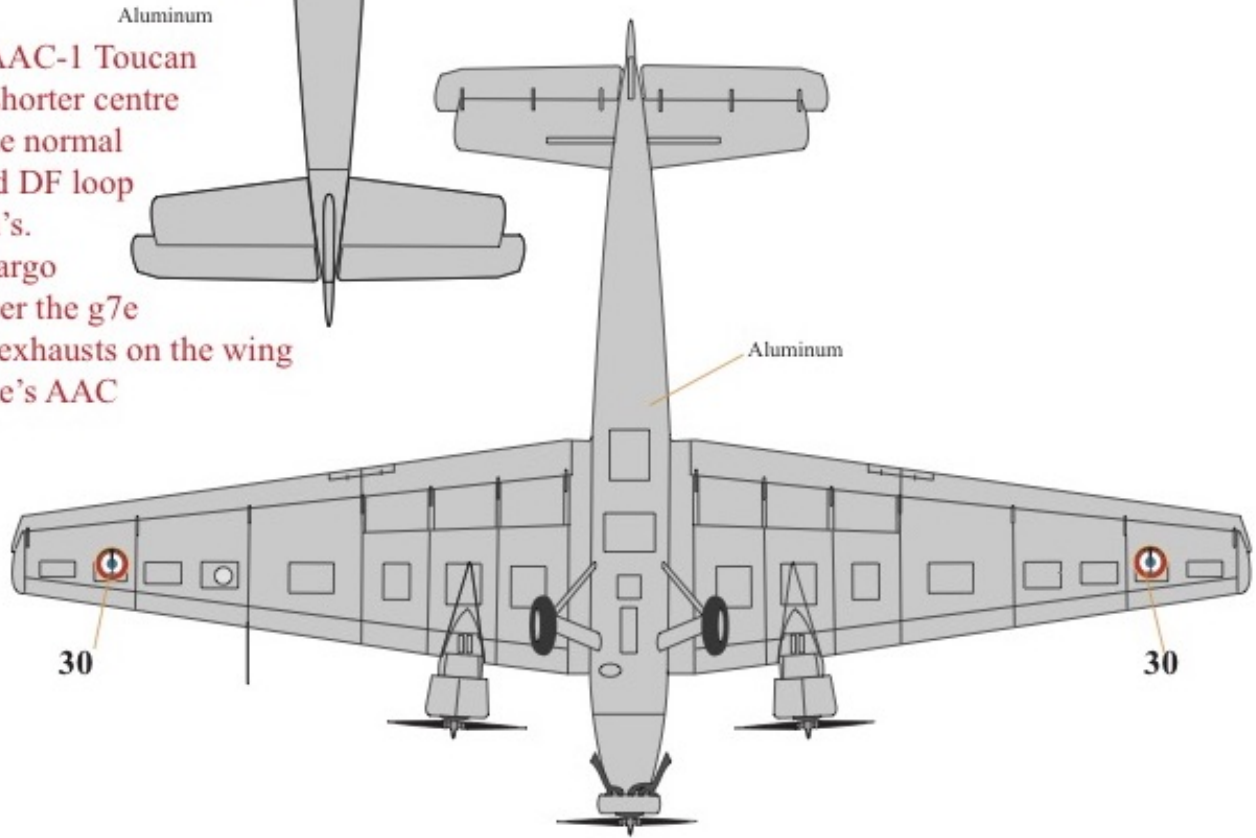




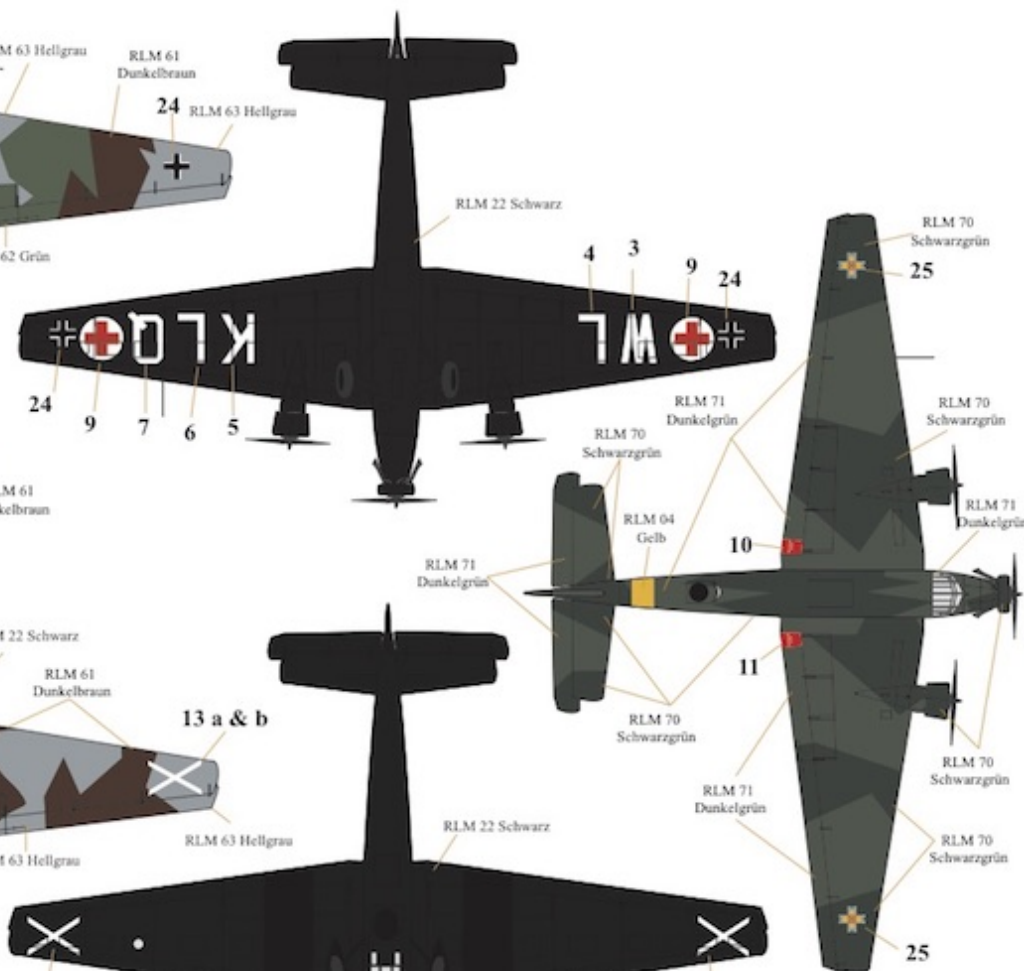
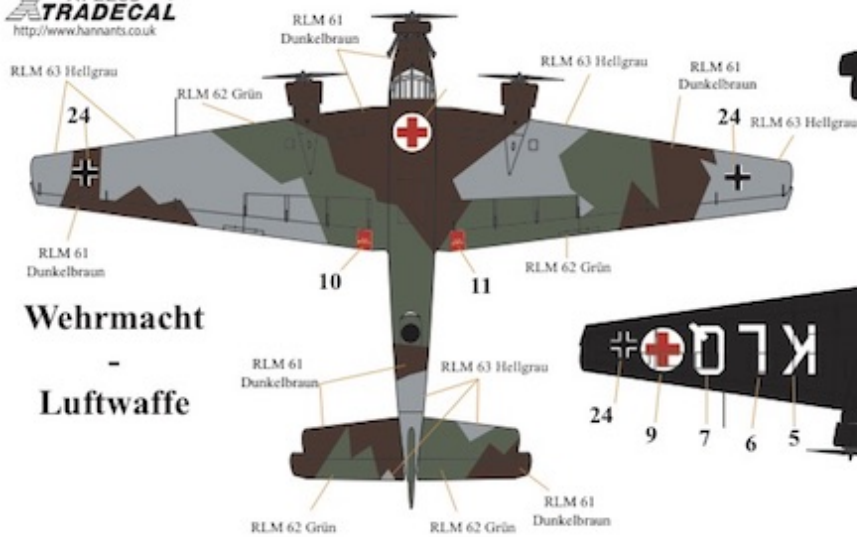
A re-conditioned AACI Ju 52/3m g14e of Escadrille de Servitude 10, 1956, Le Luc, France. Internet photos



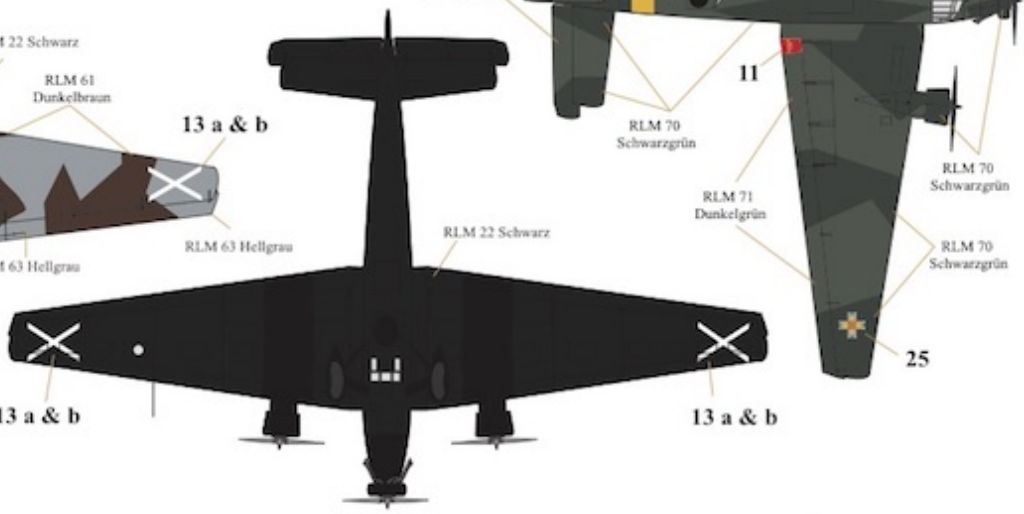
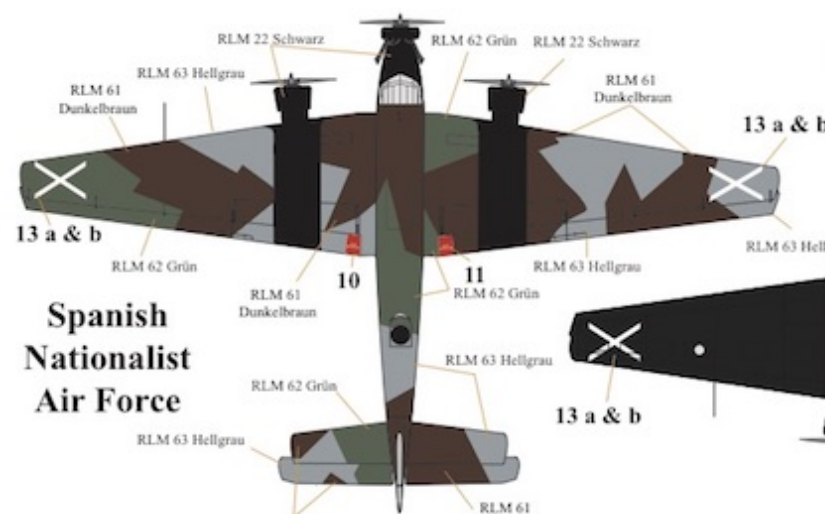
Modellers Note: this AAC-1 Toucan has the ex-Luftwaffe shorter centre engine exhausts but the normal DC-3 main wheels and DF loop housing as per Toucan's. Note also the longer cargo door on right side as per the g7e and the revised upper exhausts on the wing engines as per the g14e's AAC made during the war



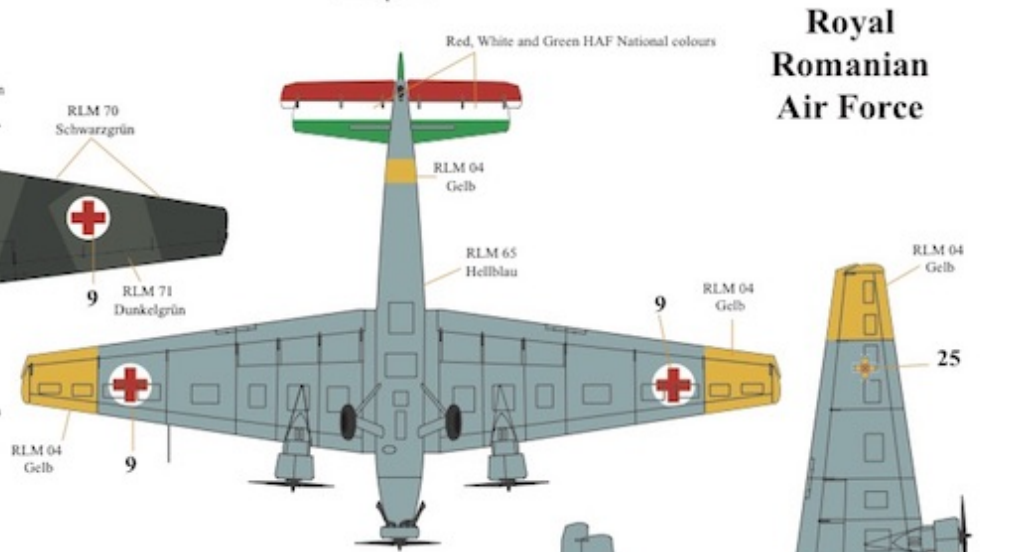
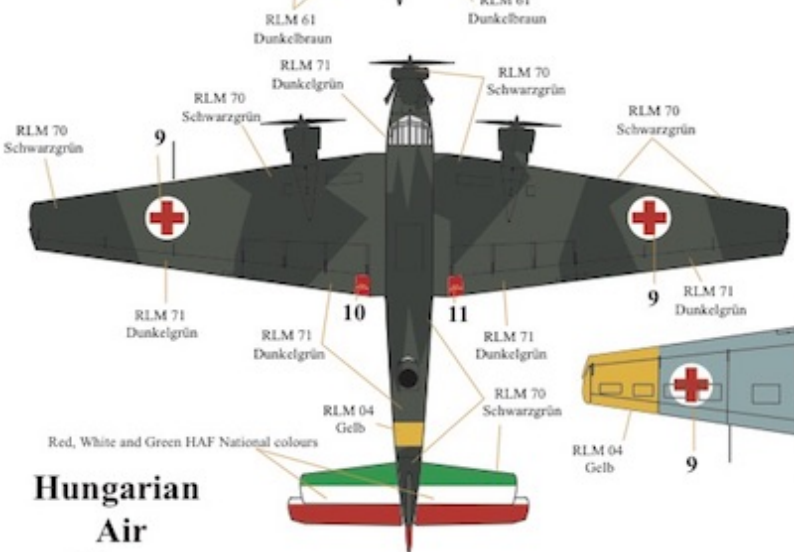
**Wehrmacht
 -
 Luftwaffe**



**Spanish
 Nationalist
 Air Force**

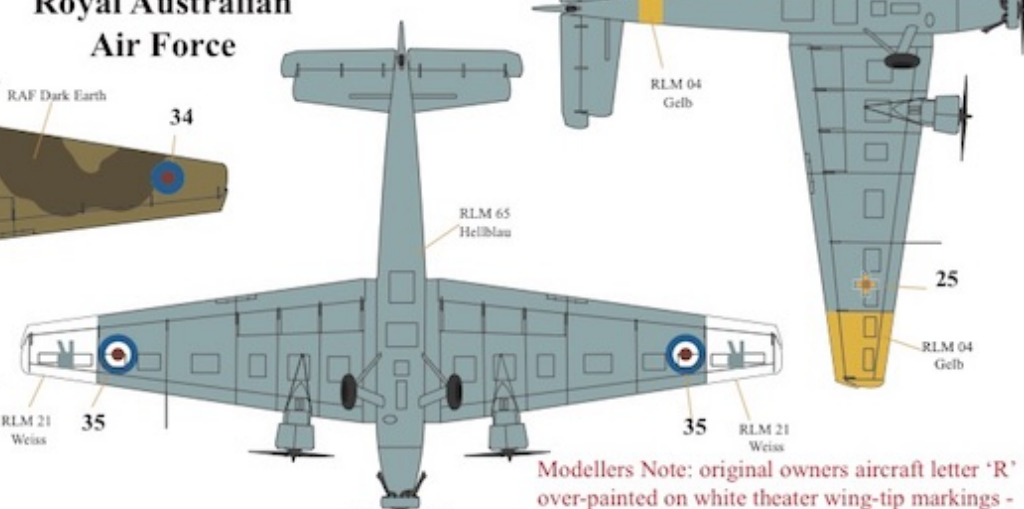
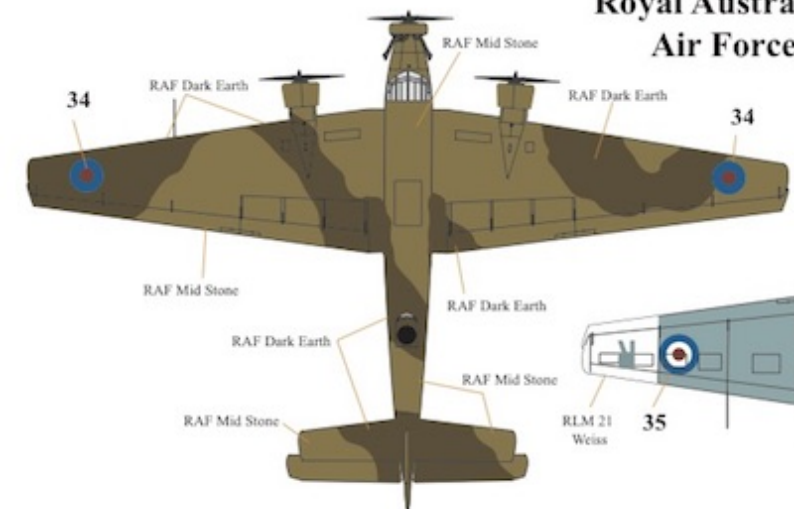


**Royal
 Romanian
 Air Force**



**Hungarian
 Air
 Force**

**Royal Australian
 Air Force**



Modellers Note: original owners aircraft letter 'R' over-painted on white theater wing-tip markings - perhaps in RAF Azure Blue?